

# South Carolina Department of Transportation Draft Statewide Multimodal Transportation Plan Rail Right of Way Inventory

## I. Introduction

The rail element of the Statewide Multimodal Plan is an assessment of rail corridors to identify opportunities for future transportation use. The effort involved conducting an inventory of rail corridors throughout the State, and identifying their status. The intent was to find “at-risk” lines and take steps to acquire them or preserve them using State and Federal legislation in place for that purpose. There are three general categories of rail corridor status, including:

### **Active Lines**

These are rail corridors that are currently in use or for which no discontinuance of service or abandonment filings have been initiated. Active railroads and their mileage are listed in the Table 1.

### **Abandoned Lines**

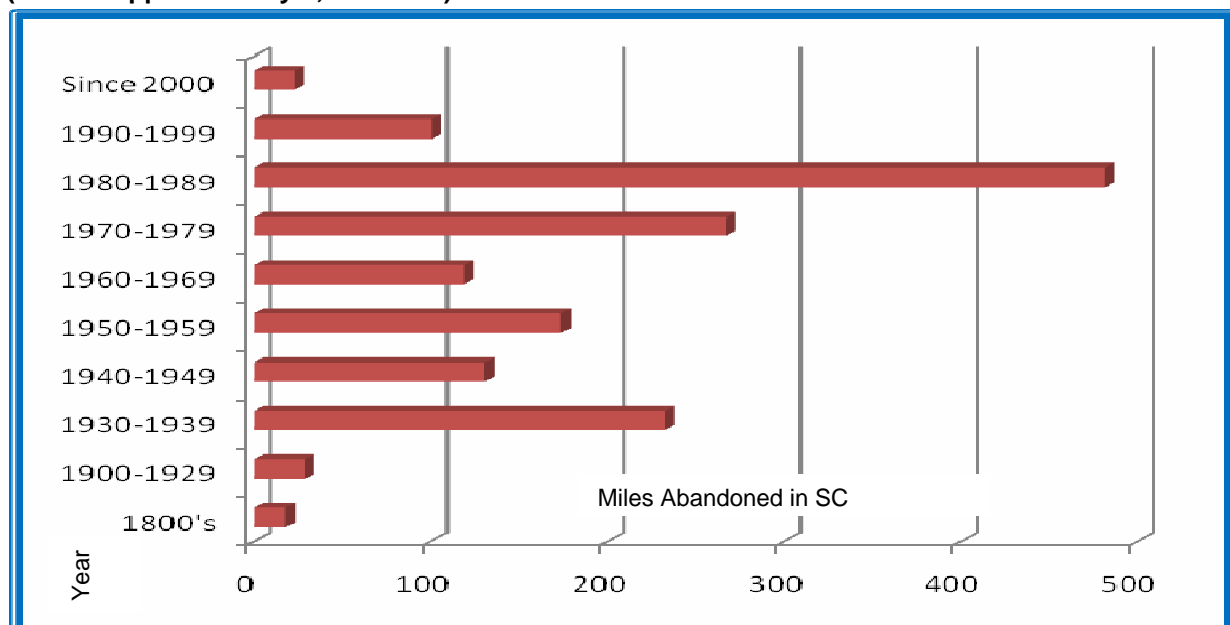
These are lines for which formal abandonment filings had been made. The corridors are likely in control of the adjoining property owners and would be difficult to reassemble. Figure1 below is a timeline of abandonments in South Carolina.

### **Inactive Lines not Abandoned.**

This includes railroad corridors that have:

- Been preserved intact or partially intact by rail banking or rail trail designation.
- Have filed for discontinuance of service but not for abandonment.
- Status cannot be determined without knowledge of ownership.

**Figure 1. SOUTH CAROLINA RAIL ABANDONMENTS BY DECADE**  
(Total = Approximately 1,600 miles)



**Table 1. Active Railroad Mileage by Company in South Carolina.**

ACTIVE RAILROAD MILEAGE IN SOUTH CAROLINA		
Rail Line	Parent Company	Trackage Operated (Miles)
Class I		
CSX (CSXT)	CSX Corporation Inc.	1261 <sup>1</sup>
Norfolk Southern (NS)	Norfolk Southern Corp.	7832
Class III <sup>3</sup>		
South Carolina Central Railroad (SCRF)	RailAmerica, Inc.	54
SC Central RR-Carolina Piedmont Div. (CPDR)	RailAmerica, Inc.	34
Hampton & Branchville Railroad (HB)	Hampton & Branchville Railroad Co., Inc.	45
Carolina Southern Railroad (CALA & WCLR)	Carolina Southern Railroad Co.	51
Pickens Railroad (PICK)	Pickens Railway Co.	9
Pickens RR-Honea Path Division (PKHP)	Pickens Railway Co.	28
Pee Dee River Railroad (PDRR)	Aberdeen & Rockfish Railroad Co.	22
Lancaster & Chester Railroad (LC)	Lancaster & Chester Railroad Co.	60.6
Greenville and Western RR (GRLW)	Western Carolina Railway Service Corp.	12.7
East Cooper & Berkeley Railroad (ECBR)	South Carolina Public Railways	16.5
Port Terminal Railroad (PTSC)	South Carolina Public Railways	- <sup>4</sup>
Public Utilities Commission (PUCC)	South Carolina Public Railways	- <sup>4</sup>
	Total	2378

Maps of Active, Abandoned and Inactive not Abandoned Corridors are included on figures 2 through 4.

## II. Agency Roles and Responsibilities

By statute, the South Carolina Department of Transportation has the obligation to preserve, protect or acquire existing railroad rights of way for future transportation use. This obligation is defined by the SCDOT's role in mass transit, so this department's interest is focused on that use.

The South Carolina Department of Commerce, Division of Public Railways, has authority to acquire rail corridors that may be at risk of abandonment, or even develop and construct new rail corridors. This authority is defined by economic development interests in providing freight rail access to new and existing industries.

<sup>1</sup> Source: CSX Transportation, Inc. Class I Railroad Annual Report for the year ending December 29, 2006. Includes 47 miles operated under lease agreement and 17 miles operated under trackage rights.

<sup>2</sup> Mileage obtained from Norfolk Southern office of Strategic Planning and the 2005 AAR industry information for South Carolina. Includes 104 miles of trackage rights.

<sup>3</sup> Mileage information received through correspondence from individual carriers and information provided by SC Rail Plan, 1999 update.

<sup>4</sup> Trackage miles were not included because the line is operated as a switching terminal without line ownership.

The South Carolina Department of Parks, Recreation and Tourism, along with its non-governmental partners, are also key in the preservation of rail corridors. Federal legislation for rail banking is a valuable tool for preservation, whether it is used to facilitate permanent trail use, or solely for preservation.

Regardless of the agency, a coordinated effort by all will provide the greatest opportunity to preserve these valuable corridors.

### **III. Uses for Rail Corridors in South Carolina**

#### **A. Potential Transit Use**

The completed rail corridor inventory was used in the evaluation of the Strategic Highway Corridor Network and the Statewide and Regional Transit Plans. Each of the ten strategic highway corridors was evaluated for transit propensity based on existing transit service, congestion, supporting land use, and connectivity. The types of transit services and technology that are employed in the near and distant future are dependent in part on the availability of right of way corridors. Discontinued or at-risk rail corridors may fill that need.

The regional and corridor-specific transit recommendations identify rail right of way at least partially available to transit corridors along four different transit routes. These include:

**1. Florence to Kingstree to Charleston.**

This rail line adjacent to US 52 between the cities of Florence and Kingstree in Florence County is currently an active Class I rail line operated by CSX as the main North/South Route from Washington D.C. to Charleston. CSX operated a line to the East of the subject line with an exchange terminal at Dillon and direct route to Charleston. In addition the line is operated by Amtrak with final destination to Miami. A parallel consolidation of the two lines may be possible, but abandonment of the Florence to Kingstree line is very unlikely, due to high rail car volumes and otherwise inaccessible terminals at Hartsville, Florence, Kingstree, and Moncks Corner.

**2. Chester to Rock Hill**

The rail line adjacent to SC 72 between Rock Hill and Chester in York and Chester Counties, respectively, is currently an active Class I rail line operated by Norfolk Southern as the major North/South route through South Carolina with terminals at Charlotte in Columbia. In addition, the line is operated by Amtrak with final destination to Savannah. Abandonment of the line is very unlikely, due to high rail car volumes, and lack of Norfolk Southern parallel lines serving the industry in the Upstate and Midland region of the state.

**3. Clemson to Greenville to Spartanburg**

The rail line adjacent to SC 72 between Rock Hill and Chester in York and Chester Counties, respectively, is currently an active Class I rail line operated by Norfolk Southern as the major North/South route through South Carolina with terminals at Charlotte in Columbia. In addition, the line is operated by Amtrak with final destination to Savannah. Abandonment of the line is very unlikely, due to high rail car volumes, and lack of Norfolk Southern parallel lines serving the industry in the Upstate and Midland region of the state.

#### **4. Manning to Sumter**

The rail line adjacent to US 521 between Sumter and Manning in Sumter and Clarendon Counties, respectively, is currently an active Class I rail line operated by CSX as a connecting line between Sumter and Lane on the major North/South route from Washington D.C. to Charleston. Abandonment of the Manning to Sumter line is very unlikely, due to high freight volumes and the segment is a key connection between the DC/Charleston line to Columbia.

#### **5. Active Commuter Rail Initiatives**

The more immediate potential for Commuter Rail service in South Carolina is not located along the Strategic Corridor System. There are two commuter rail corridors being studied at this time. One is in the Charleston area, roughly following the Interstate 26 Corridor from Summerville to Charleston. This initiative is investigating the shared use of freight track owned by the Norfolk Southern. The inventory did not identify any at-risk lines along this corridor.

The other is in the Central Midlands Region. The studies in this region have compared three different corridors; Newberry to Columbia, Camden to Columbia, and Batesburg-Leesville to Columbia. Ridership, implementation, public input and cost were evaluated and the Newberry to Columbia corridor was ranked highest. The northern portion of this route is along an active Norfolk Southern line, and the rest operated by CSX Transportation.

In both of these cases, implementation of commuter rail will be dependent on shared use of active rail. The challenge associated with shared use is compounded by increasing freight volumes on Class I lines in South Carolina and throughout the United States.

### **B. Trail Use**

The National Trails System Act 16 USC 1247(d) (Trails Act) opened numerous opportunities throughout the United States to preserve rail corridors and encourage outdoors activities and fitness. In South Carolina the majority of existing rail trails is published by the South Carolina State Trails Program and the Palmetto Conservation through websites and other sources of information. This inventory has gathered information from two organizations and other sources to identify 22 trails or linear parks maintained by public interest groups, companies or government entities that were once active freight or logging railroads. Not included in the list are smaller linear parks that may exist in local communities throughout the State, and also abandoned rail beds that are not maintained but are heavily used by the local population for walking, biking, hunting, etc. Of the 22 trails identified, only a few have taken advantage of the Trails Act and the Notice of Interim Trail Use (NITU) designation authorized by the STB. The majority have been a result of acquired right-of-way or easement during past abandonments.

The South Carolina State Trails Program within the SC Department of Parks and Recreation has provided a wealth of public information through their website, [www.sctrails.net](http://www.sctrails.net), for most public trails throughout the state, including designated rail trails. Through the website, an individual can access location, amenities and brief history of the rail trails throughout the state. Also, the site offers links to other conservation and recreation oriented public and private organizations, and provides background information on the state trail programs.

The majority of rail trails are constructed and maintained by two types of groups, the local municipality, or Palmetto Conservation. Palmetto Conservation is a non-profit organization founded in 1989 to promote conservation, preservation, and recreation throughout the state. They provide technical assistance to interested parties and they are the organization behind a 425 mile network of trails between Awendaw on the coast and Oconee State Park in the northwest extent of the state. For additional information on the Palmetto Trail and other programs in place by the Palmetto Conservation, refer to their website, [www.palmettoconservation.org](http://www.palmettoconservation.org). Abandoned rail beds incorporated into the Palmetto Trail and other trails and linear parks are described below.

#### **1. Reedy River Rail Trail - City of Greenville**

The City of Greenville rail trail along the Reedy River resulted from the 1.3 mile Riverside Junction to Uptown Lead abandonment located between East Bramlet Road and South Academy Street in downtown Greenville. The subject line was granted Interim Trail Use authorization by the STB in CSX abandonment proceedings in 2002. A purchase or grant transaction was not disclosed in the STB documentation, but the City of Greenville has assumed all financial responsibility. The trail is 12 feet wide and consists of an eight foot wide asphalt surface and four foot wide rubberized running surface. The complete amenities include lighting, picnic area, water fountains and restrooms, and will connect Downtown Greenville, Falls Park, the West End, Cleveland Park and River Place. The trail is the first segment of the proposed Swamp Rabbit Rail Trail terminating in Travelers Rest.

#### **2. Swamp Rabbit Rail Trail - Greenville County Recreation Department**

The Travelers Rest to Greenville rail trail is the early stages of development with a NITU officially authorized on April 4, 2006 after three year process and two separate filings with the STB. The subject line is approximately 11.8 miles and begins and Reedy River Falls Park in downtown Greenville and parallels the rail trail described above but continues to Travelers Rest through numerous communities and the Furman University Campus. Negotiations are in the final stages between the Greenville County Economic Development Corporation (GCEDC) and the Recreation Department, but financial obligations should be transferred as of submittal of this report and design and construction should be underway. Initially, it is proposed to remove the rail and construct an asphalt surface, but information provided by Upstate Forever indicated that there may be future plans for a rubber tired commuter tram to and from Furman University.

#### **3. Heritage Trail – City of Greenwood**

The Heritage Trail is a 2.5 mile paved rail trail on the outskirts of downtown Greenwood and managed by the Town. The alignment resulted from two abandonments, a 1971 abandonment by the Georgia and Florida Railroad (predecessor to Norfolk Southern) for a 0.9 mile segment in Greenwood, and a 2.0 mile abandonment by CSX in the 1990's between Greenwood and Salak. STB documentation was not available, but it is assumed that an NITU authorization was not granted and transfer of the properties were negotiated with the rail carriers. The trail is registered by the South Carolina State Trails Program (SC Trails), a division of SC Department of Parks, Recreation and Tourism (SCPRT). The one-way trail traverses residential and light industrial areas and terminates in an area of hardwood trees, pastureland and swamps. Amenities are minimal and include a parking area and bench seating.

#### **4. Ten Governor's Trail – City of Edgefield**

The Ten Governors Trail in downtown Edgefield consists of a 0.9 mile rail segment of a Norfolk Southern abandonment granted March 20, 1997 and consummated on January 26, 1998. The paved trail begins at Main Street, travels in a general southeast direction over a refurbished rail trestle and ends at Slade Lake. The passes through neighborhoods and parks and has ten

stone markers commemorating the South Carolina governors from the area. The trail park includes numerous amenities, including after hour lighting and is a registered rail trail through SC trails.

#### **5. Florence Rail – City of Florence**

The Florence Rail trail is a 2.0 mile segment in the western area of Florence is part of a 1989 abandonment by CSX for a 9.0 mile track between Florence and Timmonsville. STB documentation was not available. The paved trail is found in the list of trails posted by SC Trails and generally traverses forestland, residential neighborhoods, and a fitness club at Ebenezer Park and ends at a nature loop through the woods.

#### **6. West Ashley Greenway – City of Charleston**

The West Ashley Greenway is a ten mile rail trail beginning at the intersection of Folly Road, SC Highway 171, and progressing in a westerly direction to Main Street in the Red Top/Johns Island area. The entire route utilizes a rail bed generally from a 1981 abandonment of 8.8 miles by Seaboard Coast Line between the rail terminals of Crohgan and Johns Island. The trail is a 150 foot wide corridor with a grass and crushed stone surface with the exception of an asphalt surface for a short distance starting at Folly Road. Segments of the corridor are also utilized for a sanitary sewer line maintained by Charleston Water System, formerly Commissioners of Public Works. The trail is heavily used and connects numerous residential developments, schools, parks and commercial retail areas, and passes several scenic marsh areas before ending near the Limehouse Bridge to Johns Island. The trail is not lighted, but bench seating is spaced accordingly. Parking is generally along residential streets, shopping centers or schools, and there are no bathroom facilities.

#### **7. West Ashley Bikeway – City of Charleston**

The West Ashley Bikeway across Savannah Highway, US 17, from the Greenway is a 2.0 mile rail right of way beginning at intersection of Wapoo Road and Savannah Highway and traveling in an easterly direction to SC Highway 61. The corridor has multiple uses as a meandering trail, a stormwater canal, and utility corridor for most of the distance. The trail is a four to five foot asphalt paved surface and was initially planned as a segment of a Charleston wide bike trail system. The trail is heavily used by younger people in the immediate area traveling between the numerous communities, parks, and schools. The trail sees limited use by recreational destination bikers because connecting bike paths were never constructed, but parking facilities are present on each end.

#### **8. The North Augusta Greenway – City of North Augusta**

The Greenway rail trail is a five mile paved rail bed beginning in downtown North Augusta, traveling along the Savannah River, and ending at Greenway Park to the North to Pisgah Road. The abandoned rail property was purchased from Norfolk Southern in November, 1988 for \$100,000 (Schmid) and the entire trail was completed in 2000 and named after the former mayor Thomas W. Greene.

The rail trail is a segment of a 21 mile line between North Augusta and Edgefield abandoned around 1964 by the Georgia and Florida Railroad, and early predecessor of Norfolk Southern. (ICC Docket #'s 23024 & 26597). In 1983, a 6.83 mile segment was abandoned by the Central of Georgia, Norfolk Southern subsidiary (STB Docket # AB-28-7). With out further research, it is assumed that the later abandonment was a precursor to the Greenway, and may have been included with the initial abandonment and reactivated, a separate abandonment segment, or a secondary abandonment filing to establish the rail trail negotiation.



### **9. New River Trail - Beaufort County**

Trail information published by SC Trails describes a 3.2 mile rail trail in Beaufort County known as the New River Trail and is generally located in the western extent of the county connecting the Oaktie Development to the New River bordering Jasper County. The trail has limited development and consists of out and back vegetated surface with no amenities. The trail passes pristine black water wetland areas of New River historically used for rice cultivation. The majority of the users are residents of Oaktie Subdivision and surrounding rural areas to access the river for fishing and nature observation.

### **10. Big Trestle Park - Jasper County**

A short 1.5 mile rail trail formerly known as Big Trestle Park is located on Knowles Island between the Broad River and Boyds Creek in the northeast portion of Jasper County. The abandoned corridor was a donation by Seaboard Coast Line Railroad in the mid 1970s, and in addition to the 1.5 mile elevated rail bed, a one mile trestle over the Broad River was included (Schmid). In the 1980s, Jasper County secured funding to construct an access road on the old rail bed and refurbish the trestle into a fishing pier. The park opened in 1981 and received a lot of activity until fires destroyed the bridge structures in 1984 and 1987. Today the rail trail sees very little use besides recreational fishing and crabbing. It is not identified in SC Trails, but the line is still maintained periodically by Jasper County public works.

### **11. Blue Ridge Railroad Historical Trail (Stump House Tunnel) – Oconee County**

The Blue Ridge Railroad Historical Trail located in the Oconee County is a seven mile trail system utilizing approximately 5.0 miles of the incomplete Belton to Knoxville Rail line, including three tunnels. Abandonment data is not available, but trail was constructed by a local Boy Scout troop in 1974 and is operated under lease agreement by the Pendleton District Historical Foundation and Recreation Commission and registered by the South Carolina Parks Recreation and Tourism Department. The highlight of the trail is the incomplete Stumphouse Tunnel extending 1,617 feet into the mountain. Prior to the Blue Ridge Railroad bankruptcy in 1985 the tunnel was planned to extend 5,893 feet. The trail also includes the Middle Tunnel and Saddle Tunnel, but over time the tunnels have been filled with debris and water.

### **12. Marion Bike and Hike Trail**

The Marion Bike and Hike Trail is a recent addition to the SC Trails systems as published by South Carolina State Trail system. Little information is available but the trail consists of an out and back paved trail beginning at the intersection of Bobby Gerald Road and North Withlacoochee Street, and paralleling Bobby Gerald Road for 0.6 miles. Ownership of the trail is unknown but it is assumed that it is a segment of the line purchased by Marion County from Seaboard System in the late 1980s and could also be used as a sanitary sewer corridor for the Town of Marion.

### **13. Palmetto Trail**

In an effort to promote conservation, preservation and recreation across South Carolina, Palmetto Conservation Foundation conceptualized 425 miles of biking and walking trails from the ocean to the Blue Ridge Mountains. The project was started in 1994 and is currently about half finished with a projected completion date of 2010. The vast trail network is divided into passages characteristic to the environment, and system is predominately constructed by groups of volunteers, government and civic groups to include Boy Scouts of America, AmeriCorps, and USDA Forest Service. The Palmetto Trail effort has secured three rail abandonments as described in more detail below.

#### **14. Spartanburg**

Palmetto Conservation facilitated the City of Spartanburg through the abandonment process to obtain authorization for Interim Trail Use for a 1.9 mile segment known as the Mary Black Trail, a segment of the 12.0 mile Hub City Connector in downtown Spartanburg. The paved rail trail is located in the vicinity of three community plazas with access from East Henry Street, Forest Avenue, and Country Club Road. The Hub City Connector section of the Palmetto Trail is a system of bicycle and pedestrian pathways throughout the city with numerous amenities. The location of the alignment begins at the intersection of Henry and Union Streets and travels in a southeast direction to Country Club Road. Norfolk Southern filed a Notice of Exemption for abandonment on June 28, 2005, citing that the line was non-operational for two years (AB-290-261X). As of the submittal date of the report, negotiations between the City of Spartanburg, Palmetto Conservation and Norfolk Southern are on-going, but are expected to proceed without complications. Information provided by Palmetto Conservation indicates that the foundation is expected to assume ownership and financial obligations of the rail corridor once consummation is established.

#### **15. Alston to Prosperity**

Construction is underway of converting an 11.0 mile abandoned rail bed in Newberry County between Alston on the Norfolk Southern Columbia-Spartanburg line and Prosperity on the CSX Columbia-Laurens line. The STB granted Interim Trail Use authorization on March 1, 1995 (AB-290-157X). A consummation document has not been filed, but Palmetto Conservation staff has provided information that the corridor has been secured and they have assumed ownership and financial responsibility.

#### **16. Foxville to Wateree**

The abandoned rail line between Foxville on the CSX Sumter-Columbia line and Wateree is the most recent unveiling of the Palmetto Trail passages. The alignment is known as the Wateree Passage and begins at the interchange with the old Wilmington & Manchester Railroad line at Sumter Junction through the Manchester State Park and the Wateree Swamp to the Wateree River. The line was acquired as result of the 1994 abandonment by Southern Railways, but little STB documentation is available. The majority of the corridor land is federally owned land by the Forestry Commission and operated under lease agreements.

### **IV. Potential Freight Use**

Close coordination with freight railroads is required in order to avoid abandonment of rail corridors in the future. South Carolina Department of Commerce Division of Public Railways (SCPR) operates three common carrier railroads and provides switching services to the State Ports Authority, CSX Transportation and Norfolk Southern. SCPR has authorities in its enabling legislation that go beyond that of the Department of Transportation, including the power of eminent domain.

SCPR recently worked with the State Ports Authority to establish a new freight railroad that preserves the line connecting Port Royal to Yemassee, where an interchange with CSX Transportation exists. Amtrak operates on that CSX line, which runs parallel to Interstate 95.



## **V. Potential Prioritization Criteria**

Criteria for prioritizing preservation efforts and funds should be based on availability and need. Availability can be expressed in terms of the timing or opportunity for the State to acquire a corridor due to an event; namely a filing with the Surface Transportation Board. Another aspect of availability is the cost of acquisition and maintenance. Need will be driven by congested highway corridors, a viable fixed route transit service (either on steel wheels on rubber tires), or reinstated freight rail service; essentially the needs of the long range transportation plan.

Following is a suggested method for prioritizing rail corridors for acquisition.

1. Potential availability. The rail inventory has identified lines with limited or no freight activity, but not yet abandoned. These lines may be serving one, or small number of shippers. As such, the preservation is dependent on those industries. The status of the industries served, and the railroad serving them should be monitored. SCDOT's intentions to preserve the line should be made clear.
2. Correlation with Long Range Transportation Plan. Correlate the inventory (all categories) to the other transportation needs identified in the State's Long Range Transportation Plan (LRTP). Identify rail segments that are parallel to the needs of the LRTP. Based on need, determine availability.
  - a. Active Status
    - i. Consider joint use possibility for passenger rail need.
    - ii. No other use applicable.
  - b. Abandoned Status
    - i. Conduct title research on desired segments to determine ownership.
    - ii. Not truly abandoned – secure through STB procedures.
    - iii. Truly abandoned – consider more suitable tracts for parallel improvement.
  - c. Discontinued or Other Status
    - i. Secure through STB procedures.
3. Partnering with Trail Groups. The cost of acquisition and maintenance of these corridors for an interim period may be weighed against acquiring other right of way to satisfy the need. A means of offsetting some of those costs may include partnerships with groups that have similar goals; preserving transportation corridors.

## **VI. Recommendations**

State and Federal legislation is in place to facilitate a program to monitor the railroad industry in South Carolina, but the success of the program will heavily rely on coordination efforts between the Department of Transportation and other departments within state government, Class I and Class III rail carriers, rail trail advocates, and the Surface Transportation Board.

The SCDOT has recently created and filled a rail programs manager position. Following are recommendations that may be implemented by the rail programs manager to continuously identify rail preservation opportunities:

1. Monitor STB proceedings, such as notices for abandonment, discontinuance of service, or other service modifications within the boundaries of South Carolina, or railroad company activities that may affect the rail operations in South Carolina.
2. Implement coordination procedures with the Department of Revenue, Division of Public Railways and Division of State Development within the Department of Commerce, the Office of Regulatory Staff, and the Division of Mass Transit within the Department of Transportation. Establish relationships with Class I and short line rail carriers operating in South Carolina.
3. Obtain all Railroad operation documentation previously provided to the State, including financial and tax documentation from the Office of Regulatory Staff and Department of Revenue, respectively.
4. Contact to the Office of Governmental and Public Affairs with the Surface Transportation Board, and request all documentation referencing South Carolina, establishing a point of contact for SCDOT.
5. Request System Diagram Maps and narratives, if available, from Class I and III carriers identifying lines that have a pending abandonment or discontinuance pending, subject for abandonment within 3 years, or subject for future abandonment in accordance to the ICC Termination Act. If System Diagram Maps are not available, solicit a formal request on an annual basis to provide such information and mapping of the identified lines, if applicable. This is a process that may require some time to develop, since it has not been a practice for railroads in South Carolina for many years.
6. Solicit Car Loading Data from Class I and III rail carriers to establish tonnage information to determine the level of service on rail lines within the state.
7. Establish regular correspondence with Class I and III rail carriers.
8. Monitor existing and proposed industrial development through the Department of Commerce, or other public interest groups.
9. Monitor rail trail and conservancy activity by public and private environmental and recreational organizations such as, the Department of Parks and Recreation, Palmetto Conservation, Upstate Forever, etc.
10. Present legislation that accomplishes the following:
  - a. broadens SCDOT authority to acquire and own railroad rights of way for all transportation uses, or;
  - b. broadens SCDOC authority to acquire and own railroad rights of way for all transportation uses, and;
  - c. provides SCDOT with the authority to acquire, own and maintain rail rights of way to the fullest extent available in the federal law.

11. Become an active participant in the Statewide Rail Plan process, which should begin in 2008. From the viewpoint of SC Public Railways, this plan will be freight oriented. It should, however, accomplish preservation whether or not the value of at-risk corridors is immediately recognized.
12. It is important to evaluate programs currently operational in other states and establish a "lessons learned" approach to developing a South Carolina Program. Correspondence with the State of Georgia and the Surface Transportation Board has indicated the cooperation from rail companies has been difficult, and it is recommended that the SCDOT should utilize relationship already established by the Division of Public Railways, the SCDOT Division of Mass Transit, and other Departments of South Carolina government.



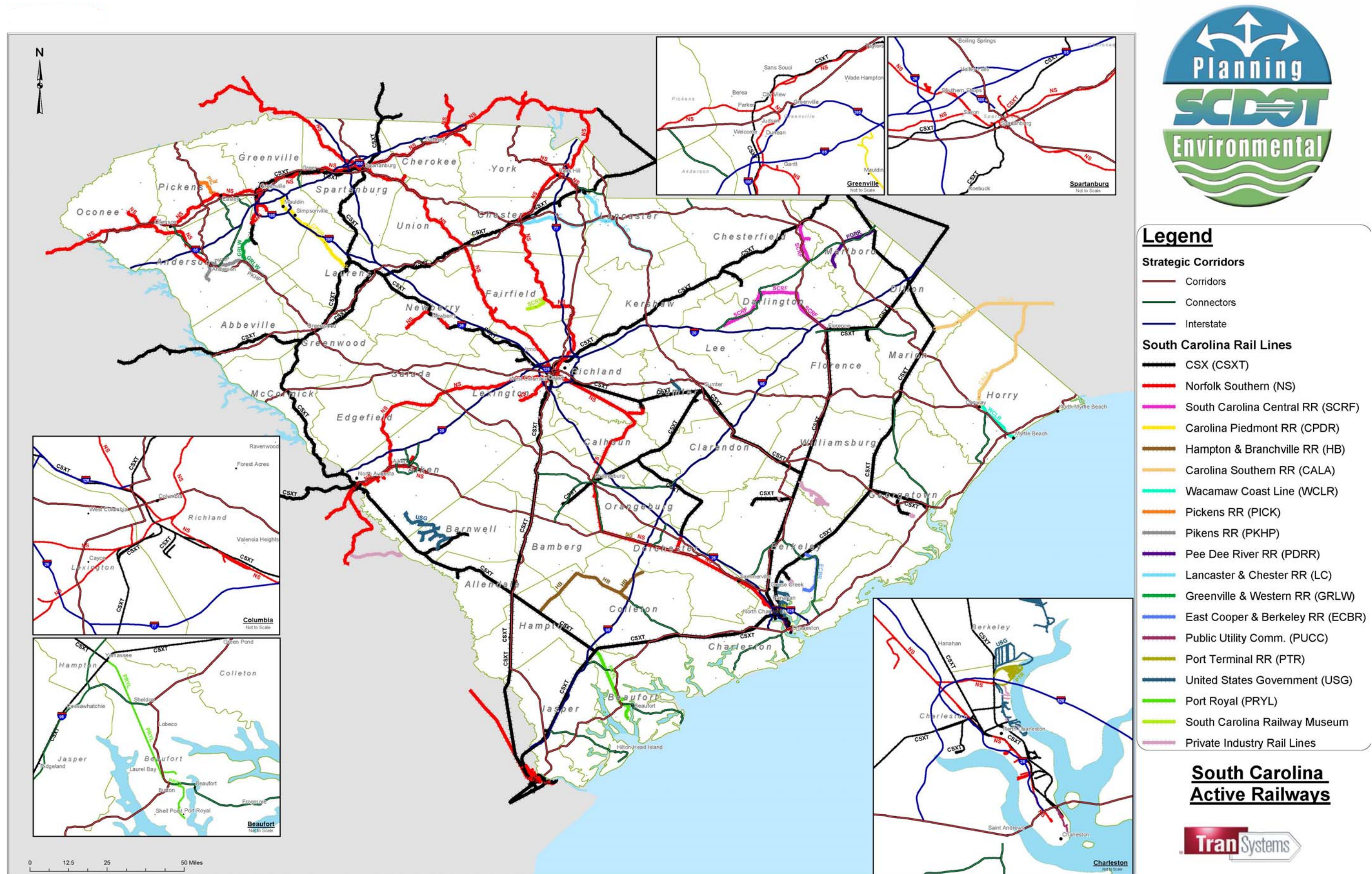
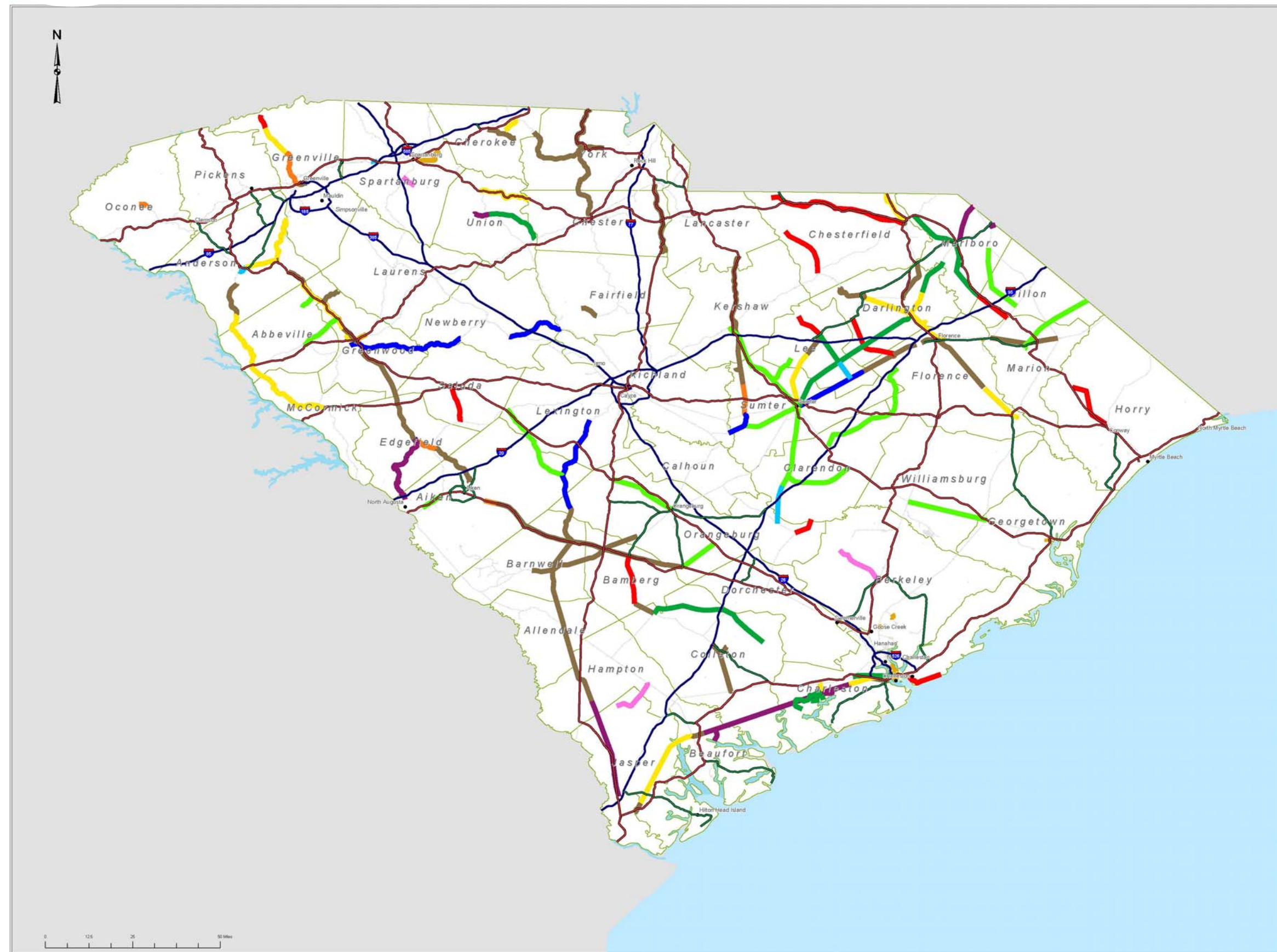


Figure 2 . Active Rail Lines in SC





### Legend

#### Strategic Corridors

- Corridors
- Connectors
- Interstate

#### Abandoned Rail Lines (Year)

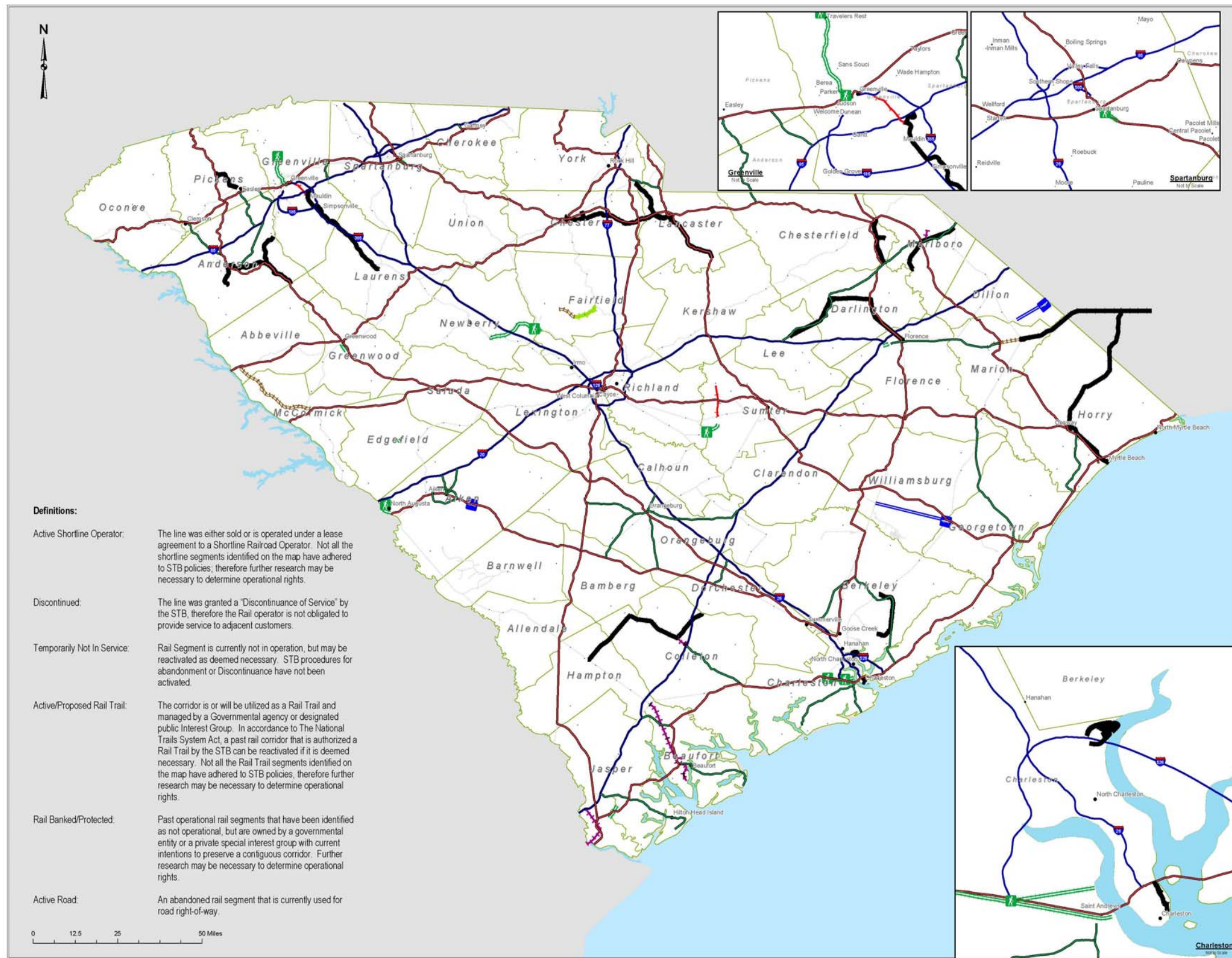
- 2000-Pres.
- 1990-99
- 1980-89
- 1970-79
- 1950-59
- 1940-49
- 1960-69
- 1930-39
- 1900-29
- <1900
- Unknown

### South Carolina Abandoned Railways



Figure 3. Abandoned Rail Lines in SC





### Legend

- Corridors
- Connectors
- Interstate

### Rail Corridor Status

- Active Shortline Railroad
- Discontinued
- Temporarily Out of Service
- Active/Proposed Rail Trail
- Rail Banked / Protected
- South Carolina Railway Museum
- Active Road

### South Carolina Railways

Operated as Shortline RR,  
Temporarily Not in Service,  
or Used for Other Purposes



Figure 4. Rail Lines - Other Status